

25X1A

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31 October 1966

DECLASS REVIEW by NIMA/DOD

Subject: Maintenance Requirements on Delivered
Equipment, Models 552A

25X1A Reference: a) [REDACTED] letter "Service Contract
Proposed for [REDACTED] Equipment
Located at your Facilities" dated 5 May 1966

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Gentlemen:

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There are several maintenance problems which should be immediately handled with respect to 552A equipments already delivered to your facilities or associated facilities. Based on [REDACTED] understanding regarding the status of these equipments and the type maintenance required, it is beyond the present scope of the existing contract, therefore, should be handled through separate contractual coverage. It is our belief the best approach to this contractual coverage is to use the service contract approach proposed to your organization (reference (a) letter). In that proposal we discussed routine maintenance visits and special visits (emergency calls) to handle problems beyond the scope of "normal routine maintenance". In the reference (a) letter, we offered time and material rates for categories of personnel which we expected would be necessary for the performance of this effort. These rates are given below with the addition of rates for manufacturing personnel and Q.C. personnel which might be required for small part fabrication.

Our time and material labor rates are as follows:

Project Engineer
Electronic Service Engineer
Mechanical Service Engineer
Mechanical Technician
Electronic Technician
Quality Control Test Engineer
Inspection
Shop and Assembly

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Overtime, if and when necessary, is handled on a straight time basis for all of the above personnel, except the Mechanical and Electronic Technicians. Overtime rates for these personnel are:

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Mechanical Technician
Electronic Technician

Travel is billed at cost plus 10% fee. Subsistence is billed at cost plus 20% G & A and 10% fee. Purchase materials are billed at cost plus 20% G & A and 10% fee.

The maintenance problems requiring additional attention, beyond the scope of the contract, are as follows:

1) Model 552A, Serial 102, requires maintenance effort on the scanning drives. When we received the contract to perform additional efforts on Serial 104 [REDACTED] agreed to perform a realignment and checkout of Serial 102 after it had been moved within your facility. The realignment and checkout was performed in accordance with our agreement, but during the checkout difficulties were found in the scanning drive. The problem discovered is beyond any normal checkout effort; it is a function of equipment use not due to any move. We consider this strictly of a maintenance nature necessary in any equipment after it has been in operation for extended periods. The effort to be performed is given below as our best estimate at this time.

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ESTIMATE FOR 552A #102 SCANNING DRIVE

	<u>Hours</u>
I Recheck Motor voltage and currents under various Load Conditions	8
Torque check of drive components	16
Inspection of gear boxes (requires raising and releveing machine, dismounting X drive)	(40) ²⁰
Check motor torque output (4 motors) (concurrent with above work, and include making a special tool)	24
Cleaning and adjusting all screws, nuts, gear boxes after maintenance	24
	112
	14 man-days total
	(2) men required

Contingency for motor replacement 40 hours plus [REDACTED]
per motor plus loading to be determined after above checks.

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2) Model 552A Serial 103 (presently at another location) in the process of checkout after delivery encountered difficulties in the drive system. Investigation of this indicates it is caused by dirt within the facility. The problem is intermittent, caused by not obtaining solid contact closures during the drive operation. The matter can be corrected by cleaning the switch contacts; it does not occur again until the dirt in the atmosphere settles on the contacts again. Obviously, the 552A equipment is not designed to operate in a dusty atmosphere. This is a special situation which we understand is due to some building construction presently underway. We feel the matter can be corrected by enclosing the selector switches with sheet metal covers and by filtering the cooling air drawn in from the atmosphere. The estimate of effort necessary to make these additions are given below.

ESTIMATE FOR 552A #103 DRIVE INTERMITTENCY

	<u>hours</u>
Make 2 piece wrap-around cover for lens selector switch and install	8
Install fiber glass mat filter in (2) perforated metal covers and at bottom of control cabinet	24
Probe for electrical failures	(40) <i>why?</i>
Material cost [REDACTED]	72

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3) On Model 552A, Serial 103, there is a problem of film scratching within the vacuum holddown system, on both edges of the film. Our investigation, as part of the normal checkout, has determined that this is due to the dirt in the atmosphere (see Item 2 above) collecting on the plexiglas material used to holddown the rear edge of the film. Since plexiglas is a relatively soft material, the dust becomes imbedded in the material and when the film is moved it causes scratches. The simplest solution to this problem is to replace the plexiglas with glass which will not allow the dust to become imbedded, therefore, will not scratch the film due to this cause. The other scratching problem is due to dust in the atmosphere collecting on the other edge (and would also collect under the glass); this can only be corrected by periodic cleaning of these surfaces prior to use of the machine. This is a very simple operation, and should be performed as part of the day's operation. Our estimate to change the plexiglas to glass and recheckout the equipment is as follows:

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Hours

Cost of each glass holddown

Labor to install, align and checkout
each holddown

or

and

8

16/system

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As stated above, and in accordance with the general procedures outlined in reference (a), we have offered above, our best estimates of the labor necessary to perform these three tasks. We feel this problem is critical, without this effort the equipments cannot be considered in full operation. We would be happy to discuss this matter with you at your convenience.

Very truly yours,

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Executive Vice President

LHB:rf

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